

# REPORT

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-2-

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4. There have been no indications as to how many Polish barges will be put into the East German-Polish traffic, but it is felt that the Poles will concentrate on bringing coal from Wroclaw to Berlin-Klingenberg. The Poles will obtain logistical support from the DSU office in the Ost-Hafen when they are at Berlin-Klingenberg.
5. The signing of the Polish-East German barge agreement will make formalities at border control points much simpler. One simplification will be based on the issuance of a "Schifferdienstbuch" (Seamen's Book) which, when shown with the barge captain's crew roster, will serve as valid documentation. In the future, crew rosters will be regarded as valid when signed by the barge captain. In the past, a crew roster had to go to a DSU regional office for verification of its validity. The customs formalities are also to be simplified in that a DSU [redacted] barge travelling to Poland will be allowed to take sufficient food for the trip duty free. This duty-free allowance excludes tobacco and liquor.
6. The new barge agreement and the issuance of the Schifferdienstbuecher will allow an East German bargeman to travel in Poland by rail. This facility can be used in times of emergency or illness in a man's family. Thus, the Schifferdienstbuch will be a passport type of document.
7. The signing of the barge agreement is expected to increase the import of coal into East Germany from Poland. This agreement is also in keeping with recent East German directives to use barge facilities in an attempt to relieve the overburdened East German railroad facilities.

1. [redacted] Comment; This paragraph is substantiated by an article in the January 1955 issue of Die Schifffahrt . 25X1

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